



## **SERVICE ADVISORY**

**NO.: 1141 Revision A**

**TO:** Garmin Integrated Flight Deck Systems with TSO/ETSO approval, GNS 400W/500W series, GNS 480 (CNX80), and GTN 6XX/7XX series Owner/Operators; and Garmin Aviation Service Centers

**DATE:** August 15, 2011

**SUBJECT:** Garmin SBAS-capable receivers may experience loss of LPV or LNAV/VNAV capability due to incoherent EGNOS satellite GEO ranging data

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### **AFFECTED PRODUCTS**

G1000, G1000H, G950, G900X, G500, G500H, G600, Cirrus Perspective™, and Embraer Prodigy® integrated flight deck systems, GNS 400W/500W series, GNS 480 (CNX80), and GTN 6XX/7XX series navigation systems using EGNOS to conduct satellite-based augmentation system (SBAS) required terminal operations are affected.

### **PURPOSE**

Refer to EASA Safety Information Bulletin ([SIB No. 2011-24](#)). EGNOS satellites occasionally transmit incoherent data in the geo ranging messages. When incoherent EGNOS satellite GEO ranging message data is received by a Garmin SBAS-capable receiver there is no impact in the accuracy or integrity of the position determination; however, a loss of vertical guidance for the RNAV (GPS) approach may occur.

### **PILOT ACTION**

Loss of vertical guidance during an LPV or LNAV/VNAV approach will cause the receiver to annunciate that the approach has been downgraded to an LNAV approach for the selected runway and the pilot is to use LNAV minima. If an LNAV approach is not available, the pilot must execute the published missed approach procedure. When planning flights to aerodromes with LPV or LNAV/VNAV approaches, always ensure availability of required contingency procedures.

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